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IS 14283 (1995): Automotive Vehicles - Accelerator Control Systems - Safety Requirements [TED 4: Automotive Braking Systems]

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Indian Standard

AUTOMOTIVE VEHICLES — ACCELERATOR CONTROL SYSTEMS — SAFETY REQUIREMENTS

UDC 629·113·053·2 : 614·8

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BUREAU OF INDIAN STANDARDS
MANAK BHAVAN, 9 BAHADUR SHAH ZAFAR MARG
NEW DELHI 110002

April 1995

Price Group 1

Automotive Vehicles Testing and Performance Evaluation Sectional Committee, TED 8

FOREWORD

This Indian Standard was adopted by the Bureau of Indian Standards, after the draft finalized by the Automotive Vehicles Testing and Performance Evaluation Sectional Committee had been approved by the Transport Engineering Division Council.

The purpose of this standard is to reduce accidents resulting from engine overspeed caused by malfunctions in the accelerator control system.

Considerable assistance has been taken from ARAI Safety Standard, SS 2-1993 'Acceleration Control System'.

The committee responsible for the preparation of this standard is given in Annex A.

In reporting the results of a test or analysis made in accordance with this standard, if the final value, observed or calculated, is to be rounded off, it shall be done in accordance with IS 2 : 1960 'Rules for rounding off numerical values (*revised*)'.

Indian Standard

AUTOMOTIVE VEHICLES — ACCELERATOR CONTROL SYSTEMS — SAFETY REQUIREMENTS

1 SCOPE

1.1 This standard specifies the requirements for the return of a vehicle's fuel regulating device to the low idle position when the driver removes the actuating force from the control, or in the event of a severance or disconnection in the accelerator control system.

1.2 This standard applies to all automotive vehicles other than three wheelers of engine capacity less than 500 cc, motor cycles and tractors.

2 TERMINOLOGY

2.1 Driver Operated Accelerated Control System

'Driver-operated accelerator control system' means all vehicle components, except the fuel metering device, that regulate engine speed in direct response to movement of the driver-operated control and that return the throttle to the low idle position upon release of the actuating force.

2.2 Throttle

'Throttle' means the component of the fuel metering device that connects to the driver-operated accelerator control system and that by input from the driver-operated accelerator control system controls the engine speed.

2.3 Low Idle Position

'Low idle position' means the position of the throttle at which it first comes in contact with an engine idle speed control appropriate for existing conditions according to the manufacturer's recommendations. These conditions include, but are not limited to, engine speed adjustments for cold engine, air conditioning and emission control and the use of throttle setting device.

2.4 Ambient Temperature

'Ambient temperature' means the surrounding air temperature, at a distance such that it is not significantly affected by heat from the vehicle under test.

3 REQUIREMENTS

The vehicle shall meet the following requirements when the engine is running under any load condition, and at any ambient temperature between −10°C and +50°C after 12 hours of soaking at any temperature within that range, subject to the condition that the vehicle is capable of operating under these conditions.

3.1 There shall be a source of energy capable of returning the throttle to the low idle position within the time limit as indicated in **3.3** from any accelerator position whenever the driver removes the opposing actuating force.

3.2 The throttle shall return to the low idle position from any accelerator position or any speed which the engine is capable of whenever any one component of the accelerator control system is disconnected or severed at a single point. The return to low idle position shall occur within the time limit specified in **3.3** measured either from the time of severance or disconnection or from the first removal of the opposing actuating force by the driver.

3.3 Except as provided below, maximum time to return to low idle position shall be one second for vehicles of 4 000 kgf or less GVW, and 2 seconds for vehicles of more than 4 000 kgf GVW. Maximum time to return to low idle position shall be 3 seconds for any vehicle that is exposed to ambient air at 0° to — 10°C during the test or for any portion of the 12 hour conditioning period.

ANNEX A

(*Foreword*)

Automotive Vehicles Performance Evaluation and Testing Sectional Committee, TED 8

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Secretary

SHRI T. M. MAJUMDAR
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BUREAU OF INDIAN STANDARDS

Headquarters:

Manak Bhavan, 9 Bahadur Shah Zafar Marg, New Delhi 110002
Telephones : 331 01 31, 331 13 75

Telegrams : Manaksanstha
(Common to all offices)

Regional Offices :		Telephone
Central :	Manak Bhavan, 9 Bahadur Shah Zafar Marg NEW DELHI 110002	331 01 31 331 13 75
Eastern :	1/14 C. I. T. Scheme VII M, V. I. P. Road, Maniktola CALCUTTA 700054	37 84 99, 37 85 61 37 86 26, 37 86 62
Northern :	SCO 335-336, Sector 34-A, CHANDIGARH 160022	60 38 43 60 20 25
Southern :	C. I. T. Campus, IV Cross Road, MADRAS 600113	235 02 16, 235 04 42 235 15 19, 235 23 15
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